

# Appendix 1 Organisations Approval Class and Rating System

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1. Except as stated otherwise for the smallest organisation in paragraph 13, Table 1 outlines the full extent of approval possible under JAR-145 in a standardised form. An organisation may be granted an approval ranging from a single class and rating with limitations to all classes and ratings with limitations.
2. In addition to table 1 the JAR-145 approved maintenance organisation is required by JAR 145.20 to indicate scope of work in the maintenance organisation exposition. JAR 145.70(a)(8) also refers to the same scope of work and it should be noted that a capability list is deemed to be one form of scope of work. See also paragraph 11.
3. Within the approval class(es) and rating(s) granted by the JAA full member Authority, the scope of work specified in the maintenance organisation exposition defines the exact limits of approval. It is therefore essential that the approval class(es) and rating(s) and the organisations scope of work are compatible.
4. A category A class rating means that the JAR-145 approved maintenance organisation may carry out maintenance on the aircraft and any component (including engines/APUs) only whilst such components are fitted to the aircraft except that such components can be temporarily removed for maintenance when such removal is expressly permitted by the aircraft maintenance manual to improve access for maintenance subject to a control procedure in the maintenance organisation exposition acceptable to the JAA full member Authority. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval.
5. A category B class rating means that the JAR-145 approved maintenance organisation may carry out maintenance on the uninstalled engine/APU and engine/APU components only whilst such components are fitted to the engine/APU except that such components can be temporarily removed for maintenance when such removal is expressly permitted by the engine/APU manual to improve access for maintenance. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A JAR-145 approved maintenance organisation with a category B class rating may also carry out maintenance on an installed engine during 'base' and 'line' maintenance subject to a control procedure in the maintenance organisation exposition acceptable to the JAA full member Authority. The maintenance organisation exposition paragraph 1.8 scope of work should reflect such activity where permitted by the JAA full member Authority.
6. A category C class rating means that the JAR-145 approved maintenance organisation may carry out maintenance on uninstalled components (excluding engines and APUs) intended for fitment to the aircraft or engine/APU. The limitation section will specify the scope of such maintenance thereby indicating the extent of approval. A JAR-145 approved maintenance organisation with a category C class rating may also carry out maintenance on an installed component during base and line maintenance or at an engine/APU maintenance facility subject to a control procedure in the maintenance organisation exposition acceptable to the JAA full member Authority. The maintenance organisation exposition paragraph 1.8 scope of work should reflect such activity where permitted by the JAA full member Authority.
- ⑦ A category D class rating is a self contained class rating not necessarily related to a specific aircraft, engine or other component. The D1--Non Destructive [Testing (NDT)] rating is only necessary for a JAR-145 approved maintenance organisation that carries out [NDT] as a particular task for another organisation. A JAR-145 approved maintenance organisation with a class rating in A or B or C category may carry out [NDT] on products it is maintaining subject to the maintenance organisation exposition containing [NDT] procedures, without the need for a D1 class rating.
8. Category A class ratings are subdivided into 'Base' or 'Line' maintenance. A JAR 145 approved maintenance organisation may be approved for either 'Base' or 'Line' maintenance or both. It should be noted that a 'Line' facility located at a main base facility requires a 'Line' maintenance approval.
9. The 'limitation' section is intended to give the JAA full member Authority maximum flexibility to customise the approval to a particular organisation. Table 1 specifies the types of limitation possible and whilst maintenance is listed last in each class rating it is acceptable to stress the maintenance task rather than the aircraft or engine type or manufacturer, if this is more appropriate to the organisation. An example could be avionic systems installations and maintenance.
10. Table 1 makes reference to series, type and group in the limitation section of class A and B. Series means a

specific type series such as Airbus 300 or 310 or 319 or Boeing 737-300 series or RB211-524 series etc. Type means a specific type or model such as Airbus 310 - 240 type or RB 211 - 524 B4 type etc. Any number of series or types may be quoted. Group means for example Cessna single piston engined aircraft or Lycoming non-supercharged piston engines etc.

11. When a lengthy capability list is used which could be subject to frequent amendment, then such amendment should be in accordance with a procedure acceptable to the JAA full member Authority and included in the maintenance organisation exposition. The procedure should address the issues of who is responsible for capability list amendment control and the actions that need to be taken for amendment. Such actions include ensuring compliance with JAR-145 for products or services added to the list.

12. Table 2 identifies the ATA specification 100 chapter for the category C component rating.

13. A JAR-145 approved maintenance organisation which employs only one person to both plan and carry out all maintenance can only hold a limited scope of approval rating. The maximum permissible limits are:--

CLASS AIRCRAFT	RATING A2 AEROPLANES	PISTON ENGINED LINE & BASE 5700 KG AND BELOW
CLASS AIRCRAFT	RATING A2 AEROPLANES	TURBINE ENGINED LINE 5700 KG AND BELOW
CLASS AIRCRAFT	RATING A3 HELICOPTERS	SINGLE ENGINED LINE & BASE LESS THAN 2730 KG
CLASS ENGINES	RATING B2 PISTON	LESS THAN 450 HP
CLASS COMPONENTS OTHER THAN COMPLETE ENGINES OR APUs	RATING C1 TO C20	AS PER CAPABILITY LIST
CLASS SPECIALISED D1	[NDT]	[NDT METHOD(S)] TO BE SPECIFIED

It should be noted that such an organisation may be further limited by the JAA full member Authority in the scope of approval dependant upon the capability of the particular organisation.

TABLE 1

CLASS	RATING	LIMITATION	BASE	LINE
AIRCRAFT	A1 Aeroplanes/airships	Will state		
	above 5700 kg	aeroplane/airship		

		series or type		
		and/or the		
		maintenance		
		task(s).		
		-----		
	A2 Aeroplanes/airships	Will state		
	5700 kg and below	aeroplane/airship		
		manufacturer or		
		group or series		
		or type and/or		
		the maintenance		
		tasks		
		-----		
	A3 Helicopters	Will state		
		helicopter		
		manufacturer or		
		group or series		
		or type and/or		
		the maintenance		
		task(s)		
		-----		
ENGINES	B1 Turbine	Will state engine series or		
		type and/or the maintenance		
		task(s)		
		-----		
	B2 Piston	Will state engine manufacturer		
		or group or series or type		
		and/or the maintenance task(s)		
		-----		
	B3 APU	Will state engine manufacturer		
		or series or type and/or the		
		maintenance task(s)		

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COMPONENTS	C1 Air Cond & Press	Will state aircraft type or
OTHER THAN	-----	aircraft manufacturer or
COMPLETE	C2 Auto Flight	component manufacturer or the
ENGINES OR	-----	particular component and/or
APUs	C3 Comms and Nav	cross refer to a capability
	-----	list in the exposition and/or
	C4 Doors--Hatches	the maintenance task(s).
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	C5 Electrical Power	
	-----	
	C6 Equipment	
	-----	
	C7 Engine--APU	
	-----	
	C8 Flight Controls	
	-----	
	C9 Fuel--Airframe	
	-----	
	C10 Helicopter--Rotors	
	-----	
	C11 Helicopter--Trans	
	-----	
	C12 Hydraulic	
	-----	
	C13 Instruments	
	-----	
	C14 Landing Gear	
	-----	
	C15 Oxygen	
	-----	
	C16 Propellers	
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